

How the Secret Service Protects the President

Those who have seen a President of the United States ride through the streets of Kansas City or any other city probably have noticed the safeguards thrown around him by not only the Government's own secret service men, but by the local police. Government detectives walk beside the President's motor car and are perched somewhere about the car. The town's motorcycle police also are near, as well as many policemen in uniform and not in uniform. Everything possible is done to keep the crank away from the President.

Those who are on the streets to watch the President go by see all these external signs for protection, but not the work of the advance secret service agent who goes about a week ahead of the Presidential party to give directions for every move. The Government's advance agent may knock the local committee's arrangements into a cocked hat and make entirely new ones. What he says goes.

About a week before President Taft was due in Kansas City, says the Star, a man dropped casually into the office of E. M. Clendenning, general secretary of the Commercial Club. He introduced himself as Lucien C. Wheeler of the Government secret service. He asked Mr. Clendenning as to the detailed arrangements for the reception of the President from the time of his arrival until he was again delivered to his car.

In a motor car Mr. Wheeler, Chief Griffin and Mr. Clendenning rode to the Twenty-second street and Grand avenue station.

"The President's train is to stop here," Mr. Clendenning said, pointing to a spot opposite the station.

"It won't do at all," Wheeler said. "It's too close to that viaduct," pointing to the Grand avenue bridge over the railroad tracks. "The President must not get off his car that close to a low viaduct."

It was arranged that the Presidential train should back in on a siding. Mr. Wheeler directed just where the motor car should stand so the distance from the President's car step to the car should be the shortest. More electric lights were ordered.

The two, accompanied by Chief Griffin, then drove over the exact route the President would follow upon his arrival. Wheeler examined every window along the route and asked questions regarding the occupants of many of the buildings. Arriving at the Hotel Baltimore, Wheeler walked up the stairs to the second floor just as the President would be taken. He directed

the exact spots where Chief Griffin should station policemen right up to the door of the suite of rooms the Chief Executive was to occupy for a brief rest before the dinner.

Then Wheeler asked to be taken to the banquet room. He examined it carefully. Suddenly he said:

"Where do those windows lead to?" pointing to two windows high in the room. He was told they looked out upon a roof.

"Chief," he said, "you will please have two policemen stationed on that roof, one at each window."

As to the public reception before the dinner, Wheeler marked the spot where the President would stand, the position of Major Archie Butt, his personal aide, the members of the officers of the Commercial Club, and the stations of the secret service men accompanying Mr. Taft.

Once more Wheeler examined the banquet room. He asked for a diagram showing the positions of the tables on the night of the President's arrival. This was shown to him. Although the Commercial Club reception committee thought it had fixed the seats of every one who was to attend, it forgot to allow for Mr. Wheeler's visit. Without regard to what was contemplated as to the seating places, Wheeler again examined the room carefully, noted the location of the windows and suddenly asked:

"What kind of walls is this?" pointing to one of the sides of the room. He was told that it was of solid brick.

"Good," he said, "the President will sit here," pointing to a place on the diagram. "Major Butt will sit here," pointing to another place. "At these three round tables there will be a secret service man here and here and here."

It was noted that by this arrangement the President's back was to a brick wall, and the widows, even on the second floor, were in a line with the eyes of the Government's men.

From the hotel the party went to Convention Hall. At the alley entrance where the President was to enter the hall, Wheeler directed Chief Griffin where policemen should be placed. He was also particular that the motor cars should be headed west.

On the Convention Hall stage Wheeler asked where the table would be at which the President would stand while speaking. He then placed four chairs in separate places, showing where Major Butt and the three secret service men would sit. The route to the President's private car was gone over and the Chief Executive was constructively delivered through its door.

touring car, with a wheelbase of 133 inches, can be turned around in a street forty-four feet wide, making it the easiest large car to drive in a crowded thoroughfare.

"The title, Boss of the Road, was first suggested by its almost uncanny pull on the hills. This holds good whether rushing the incline or settling down to a steady grind on second or even first speed. The Packard car was the first to reach the summit of the famous Steeple pass without boiling."

"Now just a word as to the Packard clutch which engages positively but with absolute smoothness. It took the Packard engineers three years of constant experimenting to develop our present disc type. With the clutch out and the motor running, try the experiment of letting your heel slip off the pedal. I defy anyone to try that stunt with any other type of clutch without putting the passengers up against the rear upholstery."

"Some persons believe that five thousand dollars is too much to pay for a motor car. It isn't too much when you are getting all that you pay for in known and tested value. It isn't too much when all cars are sold at the published price and when every purchaser is treated exactly alike. We are in a permanent business and we have made the price of our goods as low as it can be made and permit us to stay in business. With our Packard organization and a factory covering thirty-seven acres of floor space, we are in a position to build cars right and we do build them just as well as we know how. As far as quality of material and workmanship are concerned, we build cars that are just as good as an automobile can be made."

That tells how we have turned out the greatest piece of machinery that ever went upon the highways. That is why we were enabled to run our shops all winter with a normal force of over five thousand men. That is why our cars have the highest second hand value of any car built or sold in the United States."

Another car which has been talked about a great deal during the past week is the 1912 Buick, a carload of which has just been received by the von Hamm Young Company.

One of these fine cars, a beautiful Roadster, has been delivered to Mr. A. N. Simpson, of Waianae. It is a Model 28, developing 30 h. p. and equipped with a twenty gallon gasoline tank at the rear of the driver's seat, which would enable the car to go around the island twice without replenishing its gasoline. The body of the car is finished in a rich wine color, the wood work and fenders being painted black, which gives a very pretty contrast.

Another Buick was delivered by the von Hamm Young Company this week to Dr. A. N. Sinclair. This is a Model 29, five passenger touring car, and with its beautiful design of straight line fore door body, it is pronounced to be one of the handsomest and most effective cars of the moderate priced line.

The Cadillac is keeping to the fore as much as usual. The only difficulty is that owing to the tremendous demand the factory is not in a position to deliver cars as quickly as they are sold by the various agents. Fortunately the severe winter weather is favoring the Pacific coast and the Hawaiian Islands, and at last the von Hamm Young Company will be able to get somewhere near the number of cars which they require.

Of the shipment of six Cadillacs which came in last week, only one of them has not been delivered, the reason being that the purchaser, Mr. A. W. T. Bottomley is at present in Paris, on his trip around the world, yet, anticipating his return in the early part of May he has cabled from Paris to the von Hamm Young Company to keep this car for him, so as to be sure to have his Cadillac car when he returns.

Four carloads of Cadillacs are now on the way to the von Hamm Young Company from Detroit, two of which are due to arrive here on the Honolulu on March 26th.

It is no wonder that the 1912 Cadillac has proven even a greater favorite than the previous models, as the owner of one of the 1912 Cadillacs remarked the other day, "It is the most completely equipped car—what more do you want for \$2175.00, than a perfect running car which does not require any attention, runs like a clock and is equipped with an absolutely dependable self-starter." The car also has the further complete equipment of electric lamps, the electricity for which is generated by its own motor and dynamo.

It further has a four cylinder air pump run by the motor of the car, which not only pumps up your own tires, but will also pump up the tires of any other car which you have in your garage.

It is certainly a wonderful piece of mechanism, an absolutely complete unit, and all of this for \$2175.00. The Cadillac car is more completely equipped than most of the \$4000 and \$5000 cars.

The Cadillac which was delivered this week went to Mr. C. J. Bartlett, and is a beautiful Roadster. Mr. Bartlett tested it out by taking it around the island in record time, and while he started out with a smile, he certainly could not have been more enthusiastic when he returned to Honolulu.

Ask the man who owns one

Packard

The Dominant "Six"

The greatest piece of machinery that ever went upon the highways and the most luxurious carriage

FASTEST GETAWAY

Sixty miles an hour in 30 seconds from a standing start.

BEST HILL-CLIMBER

At all speeds and regardless of road conditions.

POWER WITHOUT NOISE

The Packard "Six" motor makes the least noise, whether running fast or throttled down—yet its power is amazing: Six cylinders—4½-inch bore; 5½-inch stroke Horsepower, by standing A.L.A.M. rating 48 Actual Horsepower under brake test 74

EASIEST LARGE CAR TO DRIVE

The Packard "Six" Touring Car, with a wheelbase of 133 inches, will turn around in a street 44 feet wide.

SMOOTHEST STARTING AND STOPPING

The clutch always engages without jerk. The brakes provide the maximum safety with the minimum effort.

SAFEST INVESTMENT

Packard cars have the highest second-hand values. The smoothest running motor and the easiest riding car, even at speeds from 60 to 70 miles an hour.

These things have been made possible in the Packard "Six" by the cumulative experience of an unrivaled organization which for more than a decade has devoted its entire efforts to the building of motor cars exclusive of the highest type. Packard "Six" cars, including bodies, are built entirely in the Packard shops, which comprise 37 acres of floor space.

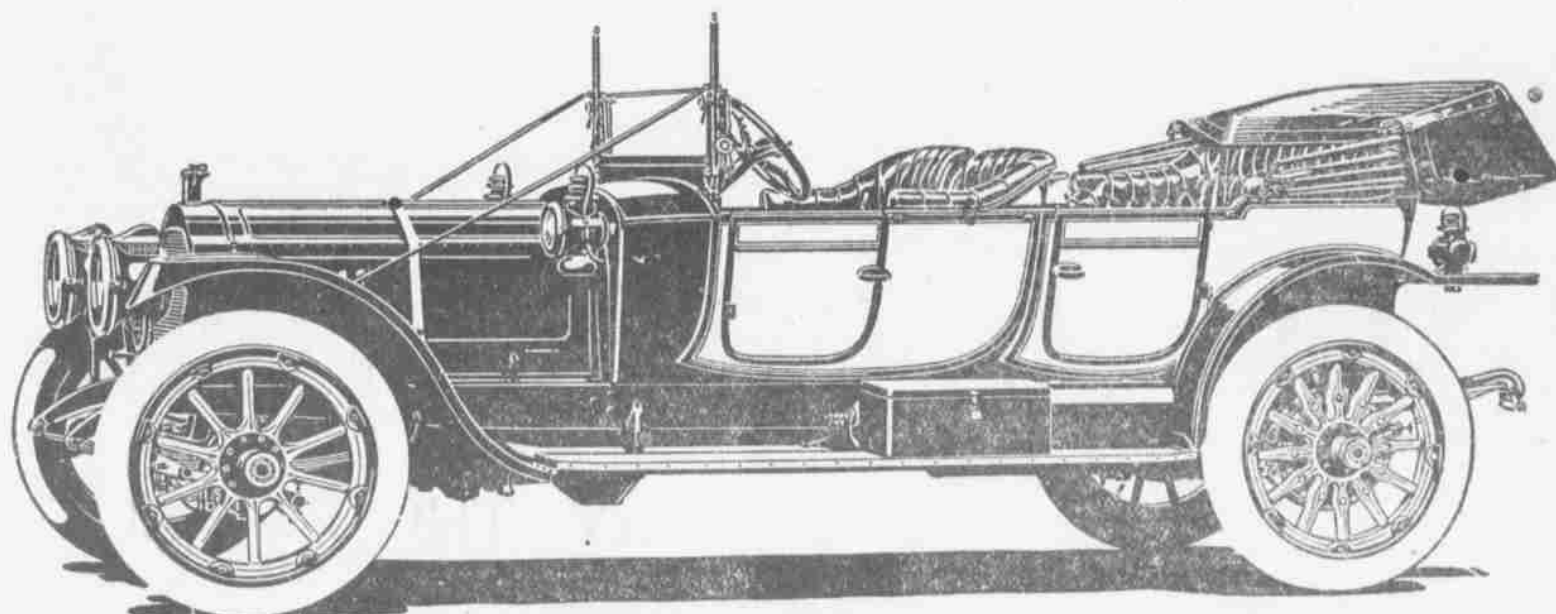
THERE ARE MORE THAN ONE THOUSAND 1912 PACKARD "SIX" CARS ON THE ROAD.

ASK THE MAN WHO OWNS ONE.

All Packard cars are sold at the published prices. A square deal and Packard Service for every patron. ANY KIND OF A DEMONSTRATION ON ANY KIND OF A ROAD.

32-PAGE Catalog Upon Request.

PACKARD MOTOR CAR CO., Detroit, Mich.



PACKARD "SIX" PHAETON.

The von Hamm-Young Co., Ltd.

AGENTS, HONOLULU, T. H.

Weekly Letter of the Von Hamm-Young Co.

The von Hamm Young Company reports a very brisk business in the automobile supply, repair, and also sales department. The rush of the tourist season having somewhat abated, private owners, as well as rent drivers are taking the opportunity of having their cars overhauled, nuts and bolts tightened up, etc., so as to get them in shape for the next avalanche of tourists, which is due to arrive here on the Manchuria and other steamers.

The car most talked about in the von Hamm Young Company salesroom is the wonderful six cylinder Packard. Even though this car has been on the market only a few months, already seven of them have been delivered in Honolulu, and everyone of the purchasers claim that the Packard Six is the finest car they have ever rode in, and it has beaten its competitors by a mile.

Mrs. B. M. Allen, Dr. W. D. Beldwin, Mr. C. S. Holloway, Mr. J. M. Dowsett, Mr. A. A. Young, Miss Thelma Parker and Mr. Sam Baldwin are among the enthusiastic Packard Six owners.

At the present writing the von Hamm Young Company have no less than five more of these wonderful Packard Sixes on the way, four of which have already been sold to arrive. The following open letter has just been received by the von Hamm Young Company, which will give some idea of the tremendous success which the Packard "Sixes" have met with since their introduction.

"I wonder if the public realizes what it means to have placed over one thousand Packard 'Six' cars in the hands of purchasers since the opening of the 1912 season," said Mr. Joy, president of the Packard Motor Car Co. "In seven months purchasers have invested more than five million dollars in this one model. This record, as applied to a high grade 'six' in the first year of its appearance, has never been approached in this country or in Europe."

"When we started in to sell the Packard 'Six' we sold it on Packard reputation. We had been twelve years building up that reputation and the

public understood pretty well that we wouldn't offer a car until we knew it was right. As a matter of fact the 'Six' is based on knowledge of the six-cylinder car in its highest development on two continents.

"When the Packard Motor Car Company decided to build 'Sixes' it bought the best examples it could find in Germany, England, France and the United States. And it designed at least a half dozen models before adopting the one that was given the Packard name. That car was tried out in sixty thousand miles of testing which penetrated the Rocky mountains and covered some of the worst roads in the United States. And yet we were hardly prepared for the sweeping verdict that followed.

"The Packard 'Six' has the fastest getaway of any car now on the market. From a standing start it will develop a speed of sixty miles an hour in thirty seconds. Jump into a car with me and I'll prove it to you."

"Its amazing power, whether running fast or throttled down, is developed without noise. It maintains its position as the smoothest running and easiest riding car even at the dizzy speed of seventy miles an hour. The motor is rated at forty-eight but the actual horsepower as shown by brake test is seventy-four. This is brought about by the superiority of Packard design. We have tried out nearly every known make of carburetor, for instance, and we have never found one that approached the Packard carburetor in flexibility or in the output of power that it makes possible. An explanation of the efficiency of the Packard motor would include also the design and size of the valves, size of the intake header and intake adjustment, size of the exhaust and muffler, ignition timing and spark plug adjustment, fit on the crank shaft bearings and pistons, a three point support and a proper lubrication.

"The notable ease of steering in the Packard 'Six' is brought about by a large clearance between the springs and front wheels, affording a most desirable short turning radius. The

mainly could not have been more enthusiastic when he returned to Honolulu.

The Honor Roll of the von Hamm Young Company for this week consists of the following:

Mr. A. M. Simpson, Dr. A. N. Sinclair, Mr. C. J. Bartlett, Mr. J. H. Campbell.

SCIENCE STUDYING NUBIA.

The ancient Nubians, their methods of life and the evolution of this historical black empire have of late years been seriously studied by a number of widely renowned scientists. The learned men have been acting under the direction of the Egyptian government and for several years ancient Nubian monuments have been dug into and the matters discovered have been tabulated.

Much of the value of the work is of course purely historical, but the importance of its findings both for archaeologists and for the anthropologist is almost without parallel in work of this kind.

The expeditions into Nubia have not been performed without much suffering on the part of the Europeans involved. The Nubia of today is not rich like the ancient empire in the days of King Solomon. The climate, as it has always been, is exceedingly hard for white men to withstand. So that it has been only in the cooler season that much progress has been effected.

The cemeteries seem to have contained most of the information gathered about Nubia and the prehistoric Nubians. These people lived in what is now called Upper Egypt and they were first cousins of the early Egyptians who were not a yellow, but a black race, contrary to what the average reader of today believes.

The skulls found in the Nubian graveyards show, however, that the Nubians gradually fell behind the Egyptians who, by the infusion of much new blood taken into Egypt from Asia, became a mixed race and gradually lost the coal black skin belonging to the early inhabitants of the Nile valley.

But the Nubians always remained pure or nearly pure black race. Their skulls according to the reports made to the Egyptian government by the British scientists show no widening that can be compared with the growth of the human skull in Egypt from age to age. Still even the Nubian skull shows some increase in breadth, due to centuries of evolution on the part of the black race. The scientists claim, however, that this improve-

ment in the Nubians was due largely to outside blood from more advanced races.

The physicians attached by the Egyptian government to the exploring expeditions report that the bones dug up have given unmistakable signs of the existence 5000 years ago of such diseases as tuberculosis and leprosy. Another interesting point raised is that the ancient Nubians were a warlike and violent people. Few of them died "in their beds" as the proverb puts it; for a very large proportion of the bodies exhumed are stated to prove that death had been due to wounds from heavy swords and battle axes. Altogether, while interesting as throwing a little scientific light on the fabulous empire of the Nubians, the discoveries tend to prove that the highest civilization of the old black empire was a very crude and barbarous state of existence.

HOW TO PREVENT MONOTONY

Women often complain of the monotony of their work, but no expert ever finds her work monotonous—that is the lot of the inefficient and discouraged.

Those laboring under the burden of ungenial tasks should use all their powers to fit themselves for something better. They may have to wait and to suffer a while, but their chance

will come.

The same applies to the home. A good housekeeper seldom complains of the monotony of "the daily round, the common task," but the careless incompetent housewife complains all day long. Let her acknowledge that the fault lies in herself, and set resolutely about the mastery of her duties.

Life will have a new interest for her, and she will feel that if things go wrong and she is forced to earn her own living, she will have her value as an expert in some of the most important work of the world.

CROUP CAN BE PREVENTED.

When given as soon as the croupy cough appears Chamberlain's Cough Remedy will ward off an attack of croup and prevent all danger and cause of anxiety. Thousands of mothers use it successfully. For sale by all dealers. Benson, Smith & Co., agents for Hawaii.

We will make the island trip, with party of three or four at \$6.00 each; and party of five or six at \$5.00 each. Our per hour rates are \$2.50, \$3.00, \$3.50 and \$4.00. Holidays, \$5.00 per hour. Silva's Auto Stand, Chaplain street, opposite Catholic Mission. Phone 3664 or 1179.

Fine Job Printing at the Star office.